

**Minneapolis Pedestrian Advisory Committee
Programs & Policies Subcommittee Meeting
Monday, February 27, 2023**

Members Present: Raina Urton, Andrew Frenz, Neal Baxter, Julia Curran, Aundrea Curtis, Andrea Riehl; Kadence Novak, Julie Danzl

Staff Present: Andrew Degerstrom

Guests Present: Ethan Fawley, Minneapolis Public Works; Tommy Guddal, Minneapolis Public Schools; Matthew Dyrda, Alta Planning; Emily Houser, Alta Planning

Neal Baxter called the meeting to order at 4:31 PM.

Pedestrian Winter Maintenance Study Update—Kadence Novak, Public Works

Public Works is looking for better strategies for clearing the snow and ice from streets and sidewalks in Minneapolis. We'll give you a few of the options today.

To put this discussion in perspective, consider that Minneapolis has:

- 1000 miles of streets
- 1910 miles of sidewalk
- 129,370 individual parcels of land
- 52 inches of snowfall on average per year
- 23 snow events each year, on average, from dustings to blizzards.

Actual spending on snow clearance (budgeted from January to December each year) ran to \$16.8 million in 2018, \$11.3 million in 2020; and costs \$13 million on average per annum.

Who is responsible for what part of the right of way?

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| • Streets, alleys (400 miles) and bikeways (40 miles) | the City |
| • sidewalks (for 130,000 parcels) | the property owners |
| • bus stops | the adjacent property owner |
| • bus shelters and transit hubs | Metro Transit |
| • Special Service Districts, the Park Board, et al. | themselves |

The background to the current update is:

- the original Winter Maintenance Study and Supplemental Report on Sidewalk Snow & Ice Control of 2018,
- the Transportation Action Plan, and
- the Sidewalk Snow & Ice Council Study Session, in 2020.

The new study will evaluate new options and incorporate the proposals from the Transportation Action Plan, and also update cost estimates and assumptions.

The 2018 documents called for evaluation, incorporating the winter-related action items from the TAP, updating snow clearance programs, and updating their cost estimates and assumptions. Options from the Study included:

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| • designate a winter pedestrian priority network | complete |
| • implement sidewalk clearing and enforcement improvements | complete |
| • implement snow clearing assistance programs for select populations | started |
| • enhance data collection | ongoing |
| • implement partial or complete City-led sidewalk clearance | needs further study |

The TAP's list of walking strategy actions included:

- collaborate with NCR on a community resources list

- streamline the inspection process
- evaluate corner clearance
- review the Study biennially

The Study proposed a Pedestrian Priority Network of 298 miles of streets and 598 miles of sidewalks; 44 miles of these sidewalks fell within Special Service Districts. Also proposed were a public awareness campaign, which prompted mailings to residents; faster cleaning of the 7000-plus corners in the Priority Network; and a timeline for updating the Study. In 2020, the Mayor & the City Council allocated \$300,000 for corner clearance in the Network.

Final updating and approval of the Study is expected in the winter of 2023-2024.

Safe Routes to School—Matthew Dyrdaahl & Emily Houser, Alta Planning + Design; Julie Danzl, Mpls Schools

The School District is updating our 2017 strategic plan. Engagement is centered on the students, what's keeping them from walking or biking more. We're asking students what they really need to feel safe on the street; physical safety on the City's sidewalks is always a challenge.

The goals in the 2017 Plan included:

- all 4th & 5th students receive bike education and have access to a bike
- all schools integrate walking and biking into the commute, or into the school day
- city streets are safe, comfortable and convenient

The completed School District 2017 Action items were:

- developing a universal bike education program,
- encouraging teachers to lead field trips on foot or by bike, and
- developing a middle school curriculum that addresses street harassment.

The goals for this update include:

- set priorities for the next 5 years
- build relationships with the City and other agencies
- identify strategies in cooperation with engaged students

We're working on a list of schools to focus on, which the District can use when we propose infrastructure improvements with the City.

Among questions members asked:

Andrea: What ages is Safe Routes focused on?

JD: We were focused on K-8, but this year we began to enlarge our scope to include all K-12 students.

Frenz: I'd like to see the same level of concern for sidewalks within each school's walk zone broadened to include connections to nearby parks and other places children walk to.

Andrea: Keep in mind that the children will respond to conditions on the street in unexpected ways.

Curran: How can we normalize the approach to these schools, so students can navigate better?

Aundrea: And work with local businesses, which can also keep their eyes on what children experience on the street.

The Safe Routes to School team will return to the committee soon.

Adjourned at 6:05 PM.